

COUNTRY	Eastern Germany			REPORT NO.	25X1
TOPIC	Brand Airfield				25X1
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EVALUATION		PLACE OBTAINED			25X1
DATE OF CONTENT	9 to 21 June 1952				
DATE OBTAINED		DATE PREPARED	12 August 1952		
REFERENCES			25X1		
PAGES	2	ENCLOSURES (NO. & TYPE)	1 - a sketch on ditto		
REMARKS					
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1. In June 1952, source observed that construction material was being shipped to the Brand airfield on an increased scale. (1)
2. Seventeen jet bombers were observed at the field on 16 June. There was no flying between 10:30 a.m. and 11 p.m. On 17 June, there was no flying. Fifteen type-27 jet bombers were parked on the southern taxiway. On the afternoon of 17 June, Colonel Soldatoff (inu), airfield commandant, informed the construction headquarters supervising the construction work on the enlarged section of the southern taxiway that flying would be conducted at the field from 11 a.m. to 3 p.m. on 18 June; 8 a.m. to 5 p.m. on 20 June; and after 8 p.m. on 21 June. According to an airfield worker, concreting work on the enlargement of the southern taxiway was discontinued at 10:30 on 18 June. The removal of the narrow-gauge field railway track from the taxiway was completed, and flying began shortly after 11 a.m. Two planes practiced take-offs and landings. The last plane landed at about 7 p.m. At 8 p.m., 13 jet bombers were observed parked on the enlarged section of the southern taxiway. There was no flying between 7 a.m. and 11:15 p.m. on 19 June. Eighteen jet bombers were again observed at the installation. Between 10 and 11:15 p.m., the searchlight near Krausnick was in operation. On 20 June, the first take-off was observed at 8:05 a.m. Additional take-offs were made at 8:15 and 8:25 a.m. According to an airfield worker, flying continued until about 5 p.m. The weather was partly cloudy and with intermittent showers. There was no flying between 6:30 a.m. and 1:30 p.m. on 21 June. Nineteen trucks, some of them covered with tarpaulins, were observed on the enlarged section of the southern taxiway. At 10:50 a.m., an alert was sounded by a siren for about five minutes. All the soldiers and Soviet personnel stationed at the field, except for the flying personnel, put on their gas masks. The guards at the installation were not affected by this practice alert, which was not over by 1:30 p.m.
3. On 16 June, a train of about 30 freight cars was being loaded at the Brand railroad station. Source observed 9 gondola cars with boxes and equipment, 10 flatcars loaded with one truck each and 1 boxcar with soldiers, who wore red-bordered black epaulets. (2) On 17 June, source observed that all the 85-mm AA guns had been moved from the AAA emplacement at the edge of the woods, southwest of the western connecting road. Only four 76-mm AA guns were seen at the emplacement, while four trucks were parked in the woods nearby. On 28 June, source observed eight emplaced 85-mm AA guns, 10 tents and 10 trucks 300 to 400 meters south of the eastern end of the runway. (3)

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4. According to Major Chudakov (fnu) from the Procurement Division of the Air Force Construction Headquarters in Verder, 10 fuel tanks with a storage capacity of 23 cubic meters each were scheduled to arrive at the field from Halle. Chudakov said that a total of 45 such tanks were to arrive at Brand. (b)
5. Several conferences were held on the construction project south of the cantonment. Mention was made that officer billets and quartering facilities for transient aircraft crews were to be built there. In a conference with Senior Lieutenant Romanov (fnu) the completion date for this project, which the Soviets designated "Little Town Project", was fixed for 20 July. On occasion of a conference held at the air force construction headquarters in Verder on 20 June, Major Klyukin (fnu), the Soviet supervisor of construction work at the field demanded that all construction projects at the installation be completed by 1 October. He confirmed that the Little Town Project would have to be completed by 20 July. (S)
6. The second guardhouse at the field and the school building are scheduled to be provided with cellars, which are to be designed in such a way that they can be used as air raid shelters. The utilization of monolithic concrete with a load capacity of 1,000 kg per square meter was demanded. [REDACTED]

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[REDACTED] Comments.

- (1) The increased rate of shipments of construction materials to the Brand airfield indicates that construction work at the installation is to be accelerated so as to be completed by 1 October 1952. [REDACTED] The increased rate of these shipments is also revealed by a timetable, which was observed by source, for freight traffic on the railroad line affected. [REDACTED]
- (2) [REDACTED] the train was loaded with elements of an AAA unit from Parchin which is directly assigned to the GAGG. The AAA soldiers have been observed at the field since 7 April 1952. [REDACTED]
- (3) For present location of AAA emplacements at the field, see Appendix A. The whereabouts of the 37-mm AA guns previously reported are unknown.
- (4) According to available information, at least 40 fuel tanks with a total storage capacity of about 1.5 million liters have arrived at Brand to date. [REDACTED] The shipping to the installation of a total of 45 tanks would increase the fuel storage facilities available at the field to approximately 2.5 million liters. This would correspond to the fuel storage capacity reportedly available at Verneuchen. It appears that these two fields, which are both occupied by jet bombers, are to be enlarged according to a uniform pattern. The reported imminent arrival of further fuel tanks indicates that the installation is to be made fully serviceable as soon as possible. Major Chudakov from the air force construction headquarters in Verder was known previously.
- (5) The plans to have billets for transient personnel built at the field were reported previously. [REDACTED] The completion date mentioned for this project makes it probable that the field will be used, after 20 July, by transient aircraft, possibly in connection with special exercises or training courses. It appears possible that all construction work at the installation will be completed by 1 October 1952. Senior Lieutenant Romanov and Major Klyukin are reported for the first time.

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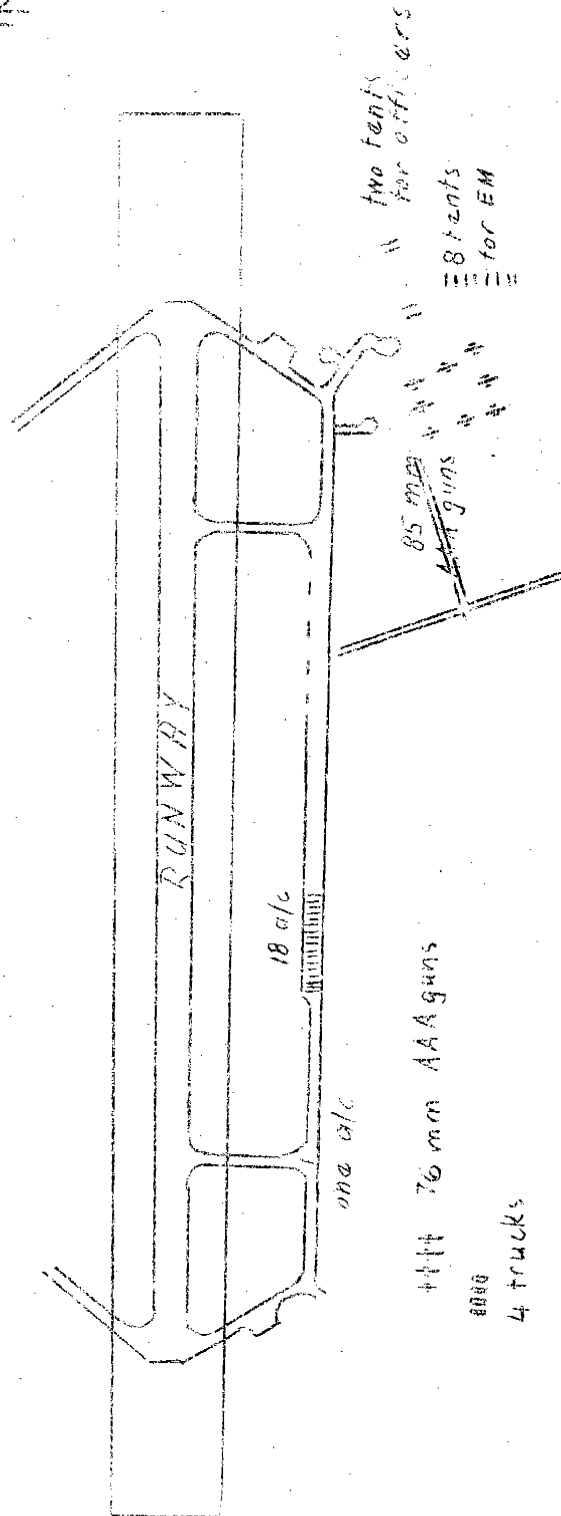
SECURITY INFORMATION

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Annex 2 to MIL-19592

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Location of AAA emplacements at Grand Airfield



SECURITY INFORMATION

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